

Established February, 1845.

PRICE, \$24 PER ANNUM

Shipping.

Sailing Vessels.

Sailing Vessels.

FOR NEW YORK.
The *A 1 American Barque*
"*Abiel Abbott*,"
CHABE, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, July 6, 1880.

FOR NEW YORK.
The *A 1 American Bark*
"*General Fairchild*,"
KELLEY, Master, will load here
for the above Port, and will
have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, July 6, 1880.

FOR LONDON.
The *A 1 British Bark*
"*James Shepherd*,"
MADDEN, Master, will load
here for the above Port, and

MADDEN, Master

Hongkong, July 6, 1880.

FOR NEW YORK.

The A 1 American Ship
"Rancher,"
SHERMAN, Master, will leave
here for the above Port, &
will have quick despatch.

For Freight, apply to

VOGEL & Co

Hongkong, July 2, 1880.

FOR SAN FRANCISCO.

The A 1 British Ship
"Olivernus,"
Captain BEADLE, will load
here for the above Port, and
have quick despatch.

For Freight, apply to

VOGEL & Co

June 10, 1980

FOR LONDON.
The 1 British Ship,
"Clydesdale,"
HATFIELD, Master, will
here for the above Port,
will have good despatch.
For Freight, apply to
VOGEL & Co
Hongkong, May 19, 1880.

Notices to Consignees

NOTICE TO CONSIGNEES.

THE GERMAN BARK "JOHANN

AGENTS of Cargo

Bills of Lading for counterinsurance to Underinsured, and take immediate delivery of their goods.
Cargo insuring the discharge of the Vessel will be landed and stored at consignees' risk and expense by
MEYER & Co
Agents.
Hongkong, August 2, 1880.

NOTICE TO CONSIGNEES.
AMERICAN SHIP "SAN JOAQUIN"
FROM ANTWERP.
Bills of Lading of Cargo by the above named Vessel are forwarded by the Chinese Bill of Lading to the Underinsured.

impeding the di

signees' risk and expense,
ARNOLD, KARBERG & O
Agents.
 Hongkong, August 9, 1880.

NOTICE TO CONSIGNEES.

GERMAN BARK "NIAGARA," F
HAMBURG.

CONSIGNEES of Cargo by the ab
 named Vessel are requested
 send in their Bills of Lading to
 Underwritten for countersignature, at
 take immediate delivery of their Goods
 Cargo impeding the steamer will
 landed and stored at Consignees' risk
 EXPENSE.

4

NOTICE TO CONSIGNEES.
AMERICAN SHIP "ROSIE" FROM ANTWERP.

CONSIGNEES of Cargo by the aforesaid named Vessel are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods on Cargo impeding the discharge of the Vessel will be landed and stored at consignees' risk and expense.

ARNHOLD, KARBERG & Co.
Agents.
Hongkong, July 26, 1880.

Complete Reprint, in

RECENT LIBEL CASE of
REGINA V. PITMAN
 containing the whole of the Proceedings
 before the Police Court, full report of the
 Criminal Sessions, with connected
 correspondence and comments of the Press.
Price per Copy, - - - 50 Cents
China Mail Office,
Hongkong, June 10, 1880.

For Sale.

FOR SALE.

Prime "Young America" Cheese.
EASTERN CHEESE.
WHITTAKER'S HAMS, Very Fine.
BONELESS CODFISH.
SALMON BELLIES in Kits.
MACKEREL in Kits.
Family PIG PORK.
Prime Meat BEEF.
LAMB'S TONGUES.
CRACKED WHEAT.
CORNMEAL.
COMB HONEY in Frame.
PEANUTS.
BARCELONA NUTS.
OX TONGUES.
ROMINY.
RYE MEAL.
PECAN NUTS.
HICKORY NUTS.
POTTED MEATS.
BARTLET PEARS.
PEACHES.
&c., &c., &c.

Ex "MENELAUS."

AN Invoice of MILNER'S
PATENT FIRE PROOF SAFES
and
DEED CHESTS.
To be Sold at Manufacturers' Prices.

T. & D. HENRY'S GOVERNMENT NAVY
CANVAS, all Numbers.
FLAX SEAMING TWINE.

Ex "HOPE."
WOODBERRY'S COTTON DUCK, Nos.
1 to 10.
RAVENS DUCK, and
DRILLS.
COTTON TWINE.

Ex "RAPHAEL."
A Large Assortment of
CROCKERY AND GLASSWARE.

DINNER SERVICES,
DESSERT SERVICES,
TOILET SERVICES,
BREAKFAST SERVICES,
&c., &c., &c.

Ex "ANCHISES,"
and
LATE ARRIVALS.

RUTHERFORD'S Extra All Long FLAX
CANVAS.
RUTHERFORD'S Royal Navy CANVAS.
RUTHERFORD'S Best Balled Do.
Engine OILZAL Oil.
English COTTON WASTE.
Took's Patent PACKING.
Flax PACKING.
Horn's Best Russian CORDAGE.
East English Charcoal FIRE ROPE.
Galvanized IRON CHAIN, 3/16th, 1/4th
and 3/8th.
HUBBARD'S PAINTS AND OILS.
TURPENTINE. Copal VARNISH.
FRENCH POLISH. SOFT SOAP.
OAKLEY'S Wellington KNIFE POWDER.
Plate POWDER. Plate BRUSHES.
Billiard CHALK. OIL TIP.
Metallic TAPE LINES.

CROSS'S Patent PADLOCKS,
TILL LOCKS,
Cupboard LOCKS,
Box LOCKS.

FIRE GRATES.
Suspension and Bracket Patent Lamps.
ROBEY & SONS' CUTLERY.
Electro-plated WARE.
BUNTING and Bunting THREAD.
BRYANT'S PATENT PNEUMATIC GUN.

Royal Bristol GINGER ALE, in Pint
Bottles.
JEFFREY'S India PALE ALE, in Pint
Bottles.
CLARET—Chateau THIBOUT.
IRIS GRAVES, Pinks and Quarts.
Chateau LABROS.
Breakfast CLARET.

HAUT SAUTERNE.
SACCO'S White Seal SHERRY.
Do. Amontillado SHERRY.
Do. Very Fine OLD PORT.
Draught ALE and PORTER, sold by the
Gallon.

STATIONERY.
BOOKS.
TOBACCOES, and
CIGARS.

JOHN
MOIR & SONS,
CRASS & BLACKWELL'S,
and
AMERICAN
OILMAN STORES.

SHIP HANDLERY
of
Every Description.

SAIL-MAKING and RIGGING,
promptly executed.

MACFARLANE, FRICKEL & CO.
Hongkong, July 20, 1880.

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000
PERMANENT RESERVE.....Tls. 230,000
SPECIAL RESERVE FUND.....Tls. 263,268

TOTAL CAPITAL AND AC-
CUMULATIONS, 8th
April, 1880.....Tls. 913,268

Directors.
F. B. FORBES, Esq., Chairman.
W. M. BOYD, Esq., Wm. MEYER, Esq.,
J. H. PUNCKVOSS, F. D. HITCH, Esq.,
Esq.

HEAD OFFICE—SHANGHAI.
Messrs RUSSELL & Co., Secretaries.

LONDON BRANCH:
Messrs BARRING BROTHERS & Co.,
Bankers.
RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill.

POLICIES granted on Marine Risks to all
parts of the World.
Subject to a charge of 12 1/2% for interest
on Shareholders' Capital, all the Profits
of the UNDERWRITING BUSINESS are an-
nually distributed among all Contributors
of business in proportion to the Premium
paid by them.

RUSSELL & Co.,
Agents.
Hongkong, May 11, 1880. 10080

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Underwriters, Agents at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.
Hongkong, July 6, 1876.

QUEEN FIRE INSURANCE
COMPANY.

THE Underwriters are prepared to grant
Policies against FIRE to the extent of
£5,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.
Hongkong, January 1, 1874.

THE LONDON ASSURANCE
COMPANY.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First,
A. D. 1720.

THE Underwriters having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
£5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Agents.
Hongkong, July 25, 1872.

ROYAL INSURANCE COMPANY.

THE Underwriters, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.

THE Underwriters are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBURG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1877.

MANCHESTER FIRE ASSURANCE
COMPANY OF
MANCHESTER AND LONDON.

ESTABLISHED 1824.
Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000
Reserve Fund upwards of £ 120,000
Annual Income £ 250,000

THE Underwriters have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Agents.
Hongkong, October 15, 1868.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Batavia and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHERIE,
Secretary.
Hongkong, November 1, 1871.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE,
ADEN, SUEZ, ISMAILIA, PORT
SAID, NAPLES, AND
MARSEILLES.

ALSO,
PONDICHERY, MADRAS, CALCUTTA
AND ALL INDIAN PORTS.

ON MONDAY, the 16th day of August,
1880, at Noon, the Company's
S. S. AMAZON, Commandant LORIMER,
with MAILS, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until
4 p.m. Specie and Parcels until 3 p.m. on
the 16th of August, 1880. (Parcels are not
to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, August 3, 1880. 1016

MITSUBISHI MAIL STEAMSHIP
COMPANY.

STEAM TO YOKOHAMA VIA KOBE
AND INLAND SEA.

THE S. S. NIIGATA MARU, Captain
WALKER, due here on or about the
16th August, will be despatched as above
on SATURDAY, the 21st August, at
Daylight.

Cargo received on board and Parcels at
the Office up to 6 p.m. of 20th August.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.

RATES OF PASSAGE.
To KOBE.....Cabin \$60. Steerage \$15.
" YOKOHAMA.....Do. \$75. Do. 20.
" NAGASAKI.....Do. \$75. Do. 20.
A Reduction is made on RETURN CABIN
PASSENGERS.

CARGO and PASSENGERS for Nagasaki
will be transhipped to the Shanghai Mail
Steamer at Kobe.

For further Particulars, apply at the
Company's Office, No. 60A, QUEEN'S
ROAD CENTRAL.
Hongkong, August 10, 1880. 1021

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

ATLANTIC STEAMERS.

THE S. S. BELGIO will be despatched
for San Francisco via Yokohama,
on TUESDAY, the 24th August, 1880, at
3 p.m., taking Cargo and Passengers for
Japan, the United States, Mexico, Central
and South America, and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 23rd August. PARCEL
PACKAGES will be received at the Office
until 5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

A REDUCTION is made on RETURN PAS-
SAGE TICKETS.

Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.
J. M. BLANCHARD,
Acting Agent.
Hongkong, August 6, 1880. 1024

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—

CILURUM, British ship, Capt. Beadle.
Wielor & Co.

CLIFTON, British barque, Capt. Davies.
Rozario & Co.

GENERAL FAIRCHILD, American barque,
Capt. David Kelly.—Melchers & Co.

ARGO, British barque, Captain William
Wrightson.—"Chinese."

ROSIE WHEAT, American ship, Capt. O. O.
Wells.—Arnhold, KARBURG & Co.

HERMAN LUNDKULL, Norwegian ship,
Capt. S. Trygve.—Douglas Laiprak & Co.

JOHN R. STAMFORD, American barque,
Capt. H. G. Pillsbury.—Order.

ANNIE S. HALL, American barkentine,
Capt. Chas. B. Nelson.—Wielor & Co.

LOVELL, British 3-m. scho., Capt. James
Maher.—Order.

CHARLES TOWNSEND HOOK, Brit. steamer,
Capt. W. H. Badley.—Edward Schellham
& Co.

NABARUA, German barque, Captain J.
Kuhlmann.—Arnhold, KARBURG & Co.

JOHN M. OLNEY, American barque, Capt.
B. W. Conant.—Douglas Laiprak & Co.

SAN JOAQUIN, American ship, Capt. J.
B. Drinkwater.—Arnhold, KARBURG & Co.

SEDLAS, French barque, Captain O. Hue.
—Captain.

To-day's Advertisements.

FOR HOIHOW, PAKHOI AND HAIPHONG.

The Steamship
"Ping-on,"
Capt. McCASLAN, will be
despatched for the above
Ports on SATURDAY, the 14th Inst., at
Daylight.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, August 11, 1880. 1014

COKEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates
for CHEFOO, NEWCHANG, TIEN-
TSIN, HANKOW and Ports on
the YANGTSE.)

The Co.'s Steamship
"Deucalion,"
Captain THOS. PERRY,
will be despatched on or
about the 19th Inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 11, 1880.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
The Co.'s Steamship
"Sardonia,"
Captain J. E. A., will be
despatched on or about
the 28th Inst.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 11, 1880.

FROM HAMBURG, ANTWERP AND
SINGAPORE.

THE Danish Steamship Olaf, Captain
ANDERSEN, having arrived from the
above Ports, Consignees of Cargo are
hereby requested to send in their Bills
of Lading to the Underwriter for counter-
signature, and to take immediate delivery
of their Goods.

Cargo impeding the discharge will be
landed and stored at Consignees' risk and
expense.

SIEMSEN & Co.,
Agents.
Hongkong, August 11, 1880. 1018

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo
are requested to send in their Bills of
Lading to the Underwriter for counter-
signature, and take immediate delivery.
This Cargo has been landed and stored at
their risk and expense.

No Fire Insurance has been effected.

Ex Menzaleh.

A (in diamonds) 167/215, Order, 49 cases
Plate Glass, from London.

B (in diamonds) 28/38, Order, 11 cases
Plate Glass, from London.

Ex Orus.

M N 4560/61, Mr Paul Mignard, 2 cases
EDC 3, Cognac, from Marseilles.

G. DE CHAMPEAUX,
Agent.
Hongkong, August 11, 1880.

STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, MALTA,
BRINDISI, ANCONA, VENICE, MED-
TERANEAN PORTS, SOUTH-
AMPTON, AND LONDON;

ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
RAVENNA, Captain LEE, will leave this
on MONDAY, the 23rd August, at 5 p.m.

For further Particulars, apply to
A. McIVER, Superintendent.
Hongkong, August 11, 1880. 1023

SHIPPING.

ARRIVALS.

Aug. 10, Osaka, British barque, 527,
Lowe, Newchwang July 21, Beans.—
CHINESE.

Aug. 10, Ping-on, American steamer, 477,
McCaslan, Haiphong Aug. 4, Pakhoi 6,
Hoihow 8, and Macao 10, General.—Rus-
sell & Co.

Aug. 10, 7 p.m., Fuyoo, Chinese steamer,
920, Crood, Shanghai Aug. 6, General.—
C. M. S. N. Co.

Aug. 11, Ningpo, British steamer, 761,
R. Cass, Shanghai Aug. 7, General.—
SIEMSEN & Co.

Aug. 11, Zamboanga, Spanish steamer,
661, V. Aranguren, Saigon Aug. 6, Rice.
—REMEDIOS & Co.

Aug. 11, Chinkiang, British steamer, from
Canton.

Aug. 11, Chop-chung, Chinese gunboat,
from a cruise.

Aug. 11, Lucky, Siamese barque, 224,
Voch, Bangkok June 28, General.—CHINESE.

Aug. 11, Olaf, Danish steamer, 979, F.
A. Andersen, Antwerp June 18, and Singa-
pore Aug. 3, General.—SIEMSEN & Co.

DEPARTURES.

Aug. 11, Keng-chi, for Hoihow.

11, Sardonia, for Amoy and Shanghai.

11, Agamemnon, for Yokohama.

11, Fuyoo, for Canton.

11, Ningpo, for Canton.

11, City of Tokio, for Yokohama and
San Francisco.

11, Cleland, for Saigon.

11, Yelina, for Shanghai.

CLEARED.

Abel Abbott, for New York.

Bowen, for Foochow.

For ar, for Tientsin.

PASSENGERS.

ARRIVED.

Per Fuyoo, from Shanghai, Capt. St.
Clair, Messrs Francis and Chisholm, and
73 Chinese.

Per Ningpo, from Shanghai, Miss Ho-
ward, and 32 Chinese.

Per Ping-on, from Haiphong, &c., 20
Chinese.

Per Zamboanga, from Saigon, 70 Chinese.

Per Lucky, from Bangkok, 30 Chinese.

Per Olaf, from Singapore, 32 Chinese.

DEPARTED.

Per City of Tokio, for Yokohama, Messrs
L. W. Johnson, and W. M. Reeves; for
San Francisco, 107 Chinese; for New York,
Mr G. A. E. Irving.

Per Keng-chi, for Hoihow, &c., 90 Chi-
nese.

Per Sardonia, for Amoy, 2 Europeans,
and 120 Chinese.

Per Agamemnon, for Yokohama, 3 Euro-
peans.

Per Cleland, for Saigon, 12 Chinese.

Per Yelina, for Shanghai, 10 Chinese.

SHIPPING REPORTS.

The Chinese steamer Fuyoo reports: Left
Shanghai on the 6th inst. Had mo-
derate and light N.E. winds to Matsui,
variable winds and squally with heavy
and high sea to Chapel Island; thence to port
fresh S.W. winds and high sea.

The British steamer Ningpo reports:
Moderate S.W. monsoon and cloudy wea-
ther with occasional heavy rain.

The Spanish steamer Zamboanga reports:
Fine weather throughout.

The Danish steamer Olaf reports: Left
Antwerp the 18th June, passed Gibraltar
on the 26th, sailed at Malta on the 30th,
arrived at Port Said on the 5th July, on
the 6th passed Suez, sailed at Aden on the
13th, arrived at Singapore on the 10th
inst. The first part of the voyage had
fine weather and light northerly winds;
through the Red Sea and in the Gulf of
Aden had heavy swell from S.W.; on the
16th the S.W. monsoon commenced blow-
ing a strong gale with tremendous sea and
this lasted to the 19th; afterwards had strong
breezes with squalls and heavy sea till we
had passed Aceh and had fine wea-
ther through the Malacca Straits; the first
day in the China Sea light S.W. wind with
fine weather; the last two days heavy
weather and rain squalls.

CARGOES.

Per S. S. Cyclops, to London, sailed 7th
August.—27,447 lbs. Congo, 26,405 lbs.
Scouted Cape, 19,342 lbs. Scanned Orange
Pecan, 8,820 lbs. Scanned 81,914
lbs. Tea, 23 cases Silk Piece Goods, 170
bales Waste Silk, and 977 pgs. Sundries;
from Amoy, 1,045 pgs. Oolong; for South
America, 21,600 lbs. Congo, and 4,800 lbs.
Scouted Cape.—total 26,400 lbs. Tea.

Per S. S. Pekin, sailed 9th August.—To
London: from Canton and Macao, 7,824
boxes and 1,500 pgs. Tea, (71,160 lbs.
Congo, 11,178 lbs. Scouted Cape, and
61,077 lbs. Scanned Orange Pecan.—total
237,635 lbs.); from Canton, 38 bales Raw
Silk, 87 cases Silk Piece Goods, 132 bales
Waste Silk, and 20 bales Refuse Silk; from
Amoy, 330 boxes and 212 half-chests Tea
(particulars unknown); from Shanghai, 740
bales Raw Silk, 9 cases Silk Piece Goods,
23 bales Waste Silk, 18 bales Refuse Silk,
23 cases Cocoons, and 688 boxes, 195 pgs.
and 6,499 half-chests Tea (particulars un-
known); from Yokohama, 36 bales Raw
Silk.—To Canton: from Canton, 15
bales Raw Silk, and 120 bales Waste Silk;
from Shanghai, 37 bales Raw Silk, 1 bale
Waste Silk, and 28 bales Cocoons.

POST OFFICE NOTICES.

MAILS will close:—

LOCAL AND GENERAL.

The next AMERICAN MAIL may be expected here on or about the 14th inst., per O. & O. steamer *Belgic*.

We learn that the Cosmopolitan Dock Company's tender for the extensive repairs to the S. S. *Maricopa* has been accepted; the steamer goes to the Dock this evening.

The P. & O. steamer *China* left Singapore for Hongkong at 7 o'clock this morning. This is not the mail steamer, but a cargo boat. The mail steamer is not timed to arrive at Singapore till the 13th inst.

The Ocean Steamship Company's steamer *Deception*, from Liverpool, left Singapore, we are informed by the local agents (Messrs Butterfield & Swire) this forenoon (11th) for Hongkong.

We would direct attention to the telegrams reproduced in another column from Indian sources. They are dated before the occurrence of the Kandahar disaster, but they throw some light on the sad catastrophe which happened to General Burrows' Brigade, which must have occurred in its advance from Kandahar on the Helmand to meet Ayub Khan's force from Herat. Details will be awaited with much eagerness. They will probably be brought on by the next mail.

A VERY comfortable and clean trap, with a smart pony, was on the stand before the Clock Tower to-day for hire at fifty cents an hour, in charge of an intelligent Chinaman. This is the first thing of the sort we have ever had in Hongkong. There seems every reason to believe that such a convenience will be much appreciated and largely availed of. To many people, especially ladies, the motion of a chair is unpleasant and distasteful, and has much the same effect upon them as the roll of a ship at sea. What with the introduction of "rickshaws" and pony traps, the means of locomotion promises to become multiplied greatly to the satisfaction of the community. Every novelty of this kind is remarkably welcome at the present time, when the warm weather precludes the larger part of the foreign residents from indulging in walking to any great extent.

Mr R. G. Alfred has not lost faith in his own proposal for a Railway to the Gap, although he has wisely conceded—what, by the way, he intimated he was "a first prepared to do—certain points as "a concession to the opinion of others competent to judge." He puts it, however, that the endless steel-wire rope line worked by a stationary engine does not carry with it that permanence which such an expensive scheme demands. We confess that, with the means at hand for repairs which Hongkong furnishes, we fail to grasp this argument for such a line are placed before the public, it would probably be premature to hazard an opinion as to the difficulty or expense of its maintenance. Supposing, for instance, that what may be familiarly termed the "Vesuvius" line were to cost only a fourth part of the locomotive scheme, it would be possible and reasonable to allow a larger margin for maintenance and repairs than could be permitted in the larger scheme—assuming that the same services could be performed by the direct as by the roundabout and more expensive line. The Wanchai Gap route suggested by Mr Danby is dismissed by Mr Alfred in a sentence. It is admittedly "a good one," but has the great disadvantage of beginning 400 feet below the Albany. Now, this objection seems to us to be a little hasty. Bearing in mind the fact that the Wanchai Gap route has not yet been described by its proposer, it is not yet time to say exactly how much lower its starting-point would be than the proposed Albany Station. Most of those who would use the Railway, so far as at present appears, would start from the Queen's Road level; and to such passengers the Ice House Lane terminus would be of more consequence than the Albany Station. It is certainly due to Mr Alfred to say that he has given a few facts which conclusively show that Mr Danby's estimates of passenger traffic are, as we stated at the time, under the mark. It would have been an additional point in favour of Mr Alfred's contention, we think, had a record been taken of the visitors to the higher levels on a fine Sunday. Mr Alfred's estimate of goods traffic now depends entirely upon the amount of building operations going on after the line is completed; and we are thoroughly convinced that the development of the higher levels would justify his anticipations. But the greatest objection to Mr Alfred's scheme, as it presents itself to our mind, is the time that it is assumed would be taken over the journey. Let us suppose that a merchant, after his hard day's work, takes train at Ice House Lane at 5 p.m., will he reach his house at Mount Gough, Mount Kellett, or the Victoria Peak much sooner than if he employed a chair and four coolies and went by the road? Little has been said upon this aspect of the question and it would be advisable, in view of the various routes proposed, to give it more serious consideration. On the whole, however, considerable light is being thrown upon the great question of Railway or no Railway; and all discussion, as we have already said, will help on the inevitable result, come what may.

COMMENTING on Reuter's telegram to the effect that it is reported that 20,000 Chinese troops are expected at Chugotshak, the Shanghai Mercury says:—

The Chinese are, we should say, commencing to make a move of their strategy. Chugotshak is to the North-East of Kulja, close to the frontier. Tso has apparently one wing of his army resting on Kaabgar to the South-West and the other to the North-East at Chugotshak, extending over some 600 miles. The Russians, we know, were concentrating at Kulja, and as they must have by this time occupied the Muzart Pass, they are placed like a wedge in the centre of Tso's long straggling line, so that they can overwhelm his forces in detail. Reinforcements are being sent to Tso in the shape of the Mongolian Bannermen armed with bows and arrows.

The *Buzzer* has brought further details of the utter collapse of the Marquis de Ray's Colonization scheme in New Ireland and the sufferings of the colonists; a full account of the extermination in flame and blood of the Kolly gang, of new discoveries of rich gold and tin mines in the Chuker valley of Queensland, and of the rush of over 1000 Chinese to a gold field in the Northern Territory on the Margaret river about 100 miles from Port Darwin, and that the Chinese have taken to rioting and fighting among themselves, the European Police troops or two in the Territory being utterly powerless to preserve order, and being regarded with contempt by the Chinese. It is said that 24th, 70th, and 127th regiments have been found by the Chinese on this new gold field. Some apprehensions are entertained by the authorities in Port Darwin as to the influx of Chinese that is now sure to set in from here and Hongkong into the Territory, and the South Australian Government is appealed to to take measures to preserve order.—*Strait Times*.

THE E. & A. Co.'s steamer *Brisbane*, says the *Strait Times*, brought the news that a large goldfield had been discovered on the Adelaide river about 100 miles from Port Darwin. The Chinese at once flocked to the spot and some of them found nuggets of great value which they not unwisely resolved to place beyond fear by walking off with them and securing their passage by the *Brisbane*. They are now here awaiting an opportunity to leave for Adelaide. It is said that they have found 127 lbs. The Europeans who ventured early upon the scene of the find were beaten off by the Chinese.

REFERRING to the Peking Correspondent's letter of the 27th of July, which we reproduced from the Shanghai Mercury the other day, concerning the retirement of Tung-han, as one of the Ministers of the Tung-han-yamen, we now find in that paper the following biographical notes of this statesman:—

Tung-han is a native of the province of Kiangsu, a Metropolitan Graduate of the year 1840, and in February, 1865, Acting Superintendent of Trade for the Northern Ports. In 1865, a Vice-President of the Board of Revenue, Superintendent of the Imperial Mint and Assistant Director of the Imperial Treasury. His name appears in the following Treaties:—(1) Treaty with Belgium, 1865. (2) Peking Convention 1860 (Alcock Convention). (3) Treaty with Austria-Hungary 1860.

WE (N. C. D. News) have received news from the Times that Colonel Gordon left Peking either on the 31st ult., or the 1st inst., and that he has only spent two days in the capital. He has arrived in Tientsin, and it is said that it is his belief that the high authorities in Peking are drifting into serious complications, from which it will not be easy to extricate themselves, independent of the Russian difficulty. Gordon was not current as to the probable movements, and an impression prevailed in certain quarters that he had resigned his commission in the British army. Meanwhile he was to be the guest of H. E. Li Hung-chang. While in the capital it is alleged that Gordon was held out to him by Prince Ch'in, whose antagonism to Li Hung-chang shows no abatement. Another correspondent says it is hazardous to form an opinion from the little information obtainable as to the state of affairs in the capital, and he adds that he is finding that precisely the contrary to what in all appearances is likely to take place has actually occurred. One thing alone seems certain, namely, that grave discussions do exist among the principal statesmen connected with the Chinese Government arising out of the Russian difficulty, and it remains to be seen whether these discussions will develop into differences of more serious consequence to China than was with a foreign Power, or whether the extended parties will make concessions and arrive at a settlement without a resort to extreme measures. At present it would appear that the Chinese authorities in Peking are not disposed to act on the advice of a pacemaker, and it is unlikely that Li Hung-chang will subordinate himself to their wishes. The report that Colonel Gordon has resigned his commission is most significant, if true, but we think it should be accepted with extreme reservation.

THE N. C. Daily News publishes the result of the census taken by the Municipal Council on the 30th June last. From the summary it is seen that the number of the population in the Settlement of the Yangtze-pang now comprises 1,171 males, 872 females, and 524 children, as against 1,086 males, 598 females, and 291 children in 1870, showing an increase of 85 males, 273 females, and 233 children, a total increase of 524. But when the present population is compared with that of 1870, it shows a decrease of 110 males, and an increase of 284 females and 307 children, which is an unmistakable proof that houses are rapidly being established in the Settlement, and that the reign of bacchodrom, the great characteristic of the population but a few years ago, is more than ever seriously impeded. It has been evident for some time past that bad weather was doing its worst in the direction of the Yangtze, given substantiated the fact in a remarkable degree. In the Settlement south of the Sochow Creek, or what is more commonly called the English Living, there reside 972 foreigners—304 males, 168 females, and 50 children; as against 933 residents in 1870—715 males, 109 females, and 61 children. It will thus be seen that in ten years the foreign population of the English Settlement has only increased 64; but what is more remarkable is that the number of males during the same time has increased 127, whereas there has been an increase of 98 females and 103 children. As regards Hongkong, the total number of residents is 1,002, composed of 472 males, 207 females, and 323 children, as against 616 in 1870, when it was composed of 448 males, 322

females, and 69 children. Thus in ten years the foreign population of Hongkong has increased by 384 males, 175 females and 104 children, that is the females have nearly tripled, and the children nearly quadrupled in number. In the Outside Roads there are now 57 males, 24 females and 75 children, totalling 156, as against 51 in 1870, composed of 35 males, 9 females and 8 children. The figures regarding Pootung show that during the ten years the residents there have decreased nearly one-half. The number in 1870 was 45, whereas now they are put down at 27—19 males, 4 females and 4 children. During the same period there has been for decrease of 20 in the number of foreigners on the opium-ships, the number now being 33, as against 53 in 1870. Another feature of the returns is that no fewer than 23 nationalities are represented in the Settlement.

LAW NOTICES.

IN THE SUPREME COURT OF HONGKONG.

Thursday, 12th Aug., at 11 a.m.

PROBATE JURISDICTION.

Re the goods of W. H. Spooner, deceased.—Petition for Probate, (Spencer and Holmes, Proctors).

Re the goods of Kwok Achong, deceased.—Petition for Probate, (Bretton and Wotton, Proctors).

Re the goods of Pang Wah Kwong, deceased.—Inventory, account and scheme of administration by Official Administrator for sanction.

CORRESPONDENCE.

THE LARGEST CRICKETING SCORE ON RECORD.

To the Editor of the "China Mail."

Hongkong, Aug. 11.

SIR—I ought to be greatly obliged to your Canton correspondent, "Victorian," for his corrections, and your interesting addition to cricket literature, as his record of the big Australian innings undoubtedly is.

When I pointed out the other day that Renny-Tailor's "331 not out" was not the best score on record as stated, I quoted from memory, and made it 1875, really a "more or less" figure. I am sorry to find that Renny-Tailor's splendid match, which I remember rightly, *Bel's Life* did not happen to be handy at the time, so I could not quote particulars relating to the match in question, although I felt quite certain that my figures were correct.

Your correspondent observes that he takes exception to the last sentence in my letter, which reads:—"The largest gross score ever made in a single innings, by the Royal Engineers, 724 runs for eight wickets, was mainly owing to Renny-Tailor's splendid batting." As it appears that the last named player only scored 26 in that particular match, it must have been quite evident to every person who knows anything at all about Royal-Engineer cricket, that, quoting from memory, I made it a side mistake of confounding two celebrated matches. About the time the above match was played, the same team made an almost equally extraordinary score, "mainly" owing to Renny-Tailor's splendid batting, and although I regret being unable to give exact particulars as to date and figures, I have no doubt that Lieut. Friend, of our Hongkong Cricket Club, who was playing in good form for the Sappers that season, remembers the match quite well, and could furnish "Victorian" with all necessary details.

However it was not my slip about Renny-Tailor's individual score that "Victorian" took exception to. I had the audacity to claim for a well-known English club the honor of having made the largest gross score in a single innings ever recorded. "Victorian" admits that 724 for eight wickets was "truly an extraordinary match," but goes on to say that, "one played by a very strong team, the Australian Eleven versus Melbourne—one of the strongest clubs in Australia—was more remarkable, and is the largest score ever made in a good, or indeed any match." I leave it to cricketers to decide whether the score of the East Melbourne or Tasmanian Eleven (Victorian) gets rather mixed as to which team made the big score? 724 runs for 8 wickets, really a "more or less" performance than the Engineer's 724 for 8 wickets, leaving out of the question the probability that in the one case the opposing team was composed of fourth rate Colonial players, whereas the Engineers were opposed by the first class team of the East Melbourne Club. That D. Campbell, Bora, and Doyle, are first-rate cricketers, admits of no manner of doubt, as their performances against high-class English form have been undeniable. "Victorian" favours us with an unfavourable statement, and it is hard to see what reference it has to the "largest on record." The Australian Eleven at present in England had up to June 24th played 10 matches—winning 8 and drawing 2. *Don Bradman* has this season made 1,000 runs for his team, and your correspondent's statement with the following, which can be verified by reference to any of the respectable metropolitan sporting journals. The Australian Eleven have only played one match against an English representative team, and that was at Lord's, where they scored a somewhat fluky victory, the tables were turned in a single innings match on the same day. The remainder of the victories have been achieved against weak Derbyshire eleven, and local eighteen and nine, and a victory to boot. It is really admitted on all hands that the team is a remarkably strong one both in batting and bowling, and the smart holding of the "Kangaroos" might advantageously be copied by even our best batsmen.

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Company with whom I am now serving. I was informed that the use of the address of the letters was allowed, they would be delivered as before. (They were addressed to me "care of Post Office.") Therefore I at times sent (not often than once a week) to enquire whether there were any for me, (especially on Wednesdays), and to my utter astonishment I received an answer, which I cannot refrain from giving to your readers as an example of politeness:—

"30th July, 1880.
"Mr P. has already been told what to do about his letters; there never any any for him, and it is requested that these incessant applications be stopped."
A. L.

Whether this was from the Post-master himself I am not in a position to say, but I think it bears the truth; and, nevertheless, wherever it came from, I consider it a most ungentlemanly reply to an enquirer. If we have no right to make applications for our letters that are addressed "Care of Post Office," the sooner the same is publicly known the better, for it will save a great waste of time now spent by many in making enquiries. The officials always answered my enquiries by saying there were no letters for me; but to-day, receiving intelligence that there was one for me, I sent a messenger with a bit to the office but with the usual result, it was said there was none. Not feeling satisfied I again sent up later in the day and received a letter from Hongkong July 4th, without any explanation of why it had not been delivered before. Your readers will see that this is a case of this for over five weeks by the negligence and indifference of the Postal Authorities, and in consequence I have been put to great expense and trouble that might have been avoided. Trusting that a little more care in the future may be exercised in the delivery of letters.

I am, Sir, A. SUFFERER.

[Our correspondent's letter rather took us by surprise, the whole administration of postal matters in this Colony and particularly the personal divinity of the Postmaster General having always been recommended to us as being a nearly perfect as could be. We have enquired into the matter and find that the 147th rule of the Postal Guide fully provides for this matter; it runs as follows:—

"As a general rule, requests to keep the letters of one individual out of the box of the firm to which he belongs or belonged cannot be complied with so long as his letters are addressed to that firm. Otherwise the whole correspondence of that firm would be subject to delay. The one rule which is set apart to facilitate the delivery of letters to a whole set of addressees, whose correspondence should not be delayed for the convenience of one person."

Again, in paragraph 105, these words occur:—"The business of the Post Office is to deliver correspondence as directed. . . . Requests of a complicated nature cannot be entertained. Correspondence directed to the care of boxholders in Hongkong must, without exception, be delivered from the office."

As a general rule, whatever can be done by a friend outside will not be done in the Post Office."

If our correspondent's letters were delivered to the firm to whom his vessel was consigned here, and lay there for a long time, and the Post Office refused to give exact particulars as to date and figures, I have no doubt that Lieut. Friend, of our Hongkong Cricket Club, who was playing in good form for the Sappers that season, remembers the match quite well, and could furnish "Victorian" with all necessary details.

However it was not my slip about Renny-Tailor's individual score that "Victorian" took exception to. I had the audacity to claim for a well-known English club the honor of having made the largest gross score in a single innings ever recorded. "Victorian" admits that 724 for eight wickets was "truly an extraordinary match," but goes on to say that, "one played by a very strong team, the Australian Eleven versus Melbourne—one of the strongest clubs in Australia—was more remarkable, and is the largest score ever made in a good, or indeed any match." I leave it to cricketers to decide whether the score of the East Melbourne or Tasmanian Eleven (Victorian) gets rather mixed as to which team made the big score? 724 runs for 8 wickets, really a "more or less" performance than the Engineer's 724 for 8 wickets, leaving out of the question the probability that in the one case the opposing team was composed of fourth rate Colonial players, whereas the Engineers were opposed by the first class team of the East Melbourne Club. That D. Campbell, Bora, and Doyle, are first-rate cricketers, admits of no manner of doubt, as their performances against high-class English form have been undeniable. "Victorian" favours us with an unfavourable statement, and it is hard to see what reference it has to the "largest on record." The Australian Eleven at present in England had up to June 24th played 10 matches—winning 8 and drawing 2. *Don Bradman* has this season made 1,000 runs for his team, and your correspondent's statement with the following, which can be verified by reference to any of the respectable metropolitan sporting journals. The Australian Eleven have only played one match against an English representative team, and that was at Lord's, where they scored a somewhat fluky victory, the tables were turned in a single innings match on the same day. The remainder of the victories have been achieved against weak Derbyshire eleven, and local eighteen and nine, and a victory to boot. It is really admitted on all hands that the team is a remarkably strong one both in batting and bowling, and the smart holding of the "Kangaroos" might advantageously be copied by even our best batsmen.

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until the punishment be inflicted, but not to exceed 14 days on the whole.

(Before the Hon. Mr. G. C. J.)

CHONG KIN, a fisherman, again appeared on a charge of being in possession of a quantity of opium on the 2nd instant, without a permit from the Opium Farmer.

As before, Mr. Stokes, of Messrs Sharp, Toller, and Johnson, appeared for the prosecution; and Mr. Wotton, of Messrs Bretton and Wotton, for the defence.

The first witness called to day was one Choo Bin Sang, who said he was a representative of Chong Kung Lin in this colony, and had been in possession of opium for the last 17 or 18 years and could give opium. That shown him in two pots marked A and B was about a month old, that in a pot marked C was a little over one month. He could not say how many times it had been boiled, but it was all the same. The opium in the horn boxes was similar to that in the pots.

To Mr. Wotton:—I cannot tell if the opium was not boiled before, or the number of times it has been boiled. The purchaser has no business to rebottle the opium purchased from our farm.

To Mr. Stokes:—It would be very extraordinary to rebottle after its preparation. It would reduce the quantity by boiling.

Intimations.

THE CHINA REVIEW.

THE widely-expressed regret at the discontinuance of *Notes & Queries* on China and Japan, has induced the publishers of this journal to issue a publication similar in object and style, but slightly modified in certain details.

The *China Review*, or *Notes and Queries on the Far East*, is issued at intervals of two months, each number containing about 60 columns of text, occasionally illustrated with lithographs, photographs, woodcuts, &c., should the papers published demand, and the circulation justify, such extra matter.

The subscription is fixed at \$5.50 postage paid, per annum, payable by non-residents in Hongkong half-yearly in advance.

The publication includes papers original and selected upon the Arts and Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Manors and Customs, Natural History, Religion, &c., &c., of China, Japan, Mongolia, Tibet, the Eastern Archipelago, and the "Far East" generally. A more detailed list of subjects upon which contributions are especially invited is incorporated with each number.

Original contributions in Chinese, Latin, French, German, Spanish, Italian or Portuguese, are admissible. Endeavours are made to present a résumé in each number of the contents of the most recent works bearing on Chinese matters. Great attention is also paid to the Review department.

Notes and Replies are classified together as "Notes" (head references being given, when furnished, to previous Notes or Queries), as are also those queries which through asking for information, furnish new or unpublished details concerning the matter in hand. It is desirable to make the Queries proper as brief and as much to the point as possible.

The *China Review* for July and August, 1878, at hand. It says that forty-two essays were sent in to compete for the best paper on the advantages of Christianity for the development of a State. All our learned readers should subscribe to this scholarly and interesting journal. It is a sixty-page, monthly, repository of what scholars are ascertaining about China. The lecture on Chinese Poetry in this volume is alone worth the price of the Review. Address: *China Review*, Hongkong.—Northern Christian Advocate (U.S.).

Traveller's Oriental Record contains the following notice of the *China Review*:—"This is the title of a publication, the first number of which has lately reached us from Hongkong, where it has been set on foot as in some respects a continuation of *Notes and Queries on China and Japan*, the extension of which useful serial a year or two ago has been much regretted in Europe as well as in China. The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, somewhat similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign community, and the 'Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now anxiously cultivated, and who are so well represented in the first number of the Review by papers highly creditable to their respective authors. In a paper on Dr. Legge's *Six K'ing*, by the Rev. E. J. Kitchin, to which the place of honour is deservedly given, an excellent summary is presented of the chronological problems and arguments involved in connection with this important work. Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese post-statesman of the eleventh century, Su Tung-p'o, by Mr. M. U. Bowles, is not only historically valuable, but is also distinguished by its literary grace. Brief notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes and Queries' are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may revive the support necessary to ensure its continuance. The publication is intended to appear every two months, and will form a substantial octavo magazine.

THE CHINA MAIL.

This paper is now issued every day. The subscription is fixed at *Four Dollars* per annum delivered in Hongkong, or *Seven Dollars Fifty Cents* including postage to Coast ports.

It is the first Chinese Newspaper ever issued under purely native direction. The chief support of the paper is of course derived from the native community, amongst whom also the paper is found the guarantee and securities necessary to place it on a business and legal footing.

The projectors, basing their estimates upon the most reliable information from the various Ports in China and Japan, from Australia, Florida, Singapore, Penang, Saigon, and other places frequented by the Chinese, consider themselves justified in guaranteeing an ultimate circulation of between 3,000 and 4,000 copies. The advantages offered to advertisers are therefore unusually great, and the foreign community generally will find it to their interest to avail themselves of them.

The field open to a paper of this description—conducted by native efforts, but progressive and anti-obstructive in tone—is almost limitless. It is the one hand commands Chinese belief and interest while on the other deserves every aid that can be given to it by foreigners. Like English journals it contains Editorials, with Local, Shipping, and Commercial News and Advertisements.

Subscription orders for either of the above may be sent to

GEO. MURRAY BAIN,

China Mail Office,

11, Clement's Lane, Lombard Street,

LONDON.

FREDERICK ALGAR,

COLONIAL NEWSPAPER & COMMIS-

SION AGENT,

11, Clement's Lane, Lombard Street,

LONDON.

THE Colonial Press supplied with Newspapers, Books, Types, Ink, Presses, Papers, Correspondents, Letters; and any European Goods on London terms.

NOTICE TO SHIPPERS.

Colonial Newspapers received at the office are regularly filed for the inspection of Advertisers and the Public.

Visitors' Column.

We have instituted as an experiment a VISITORS' COLUMN, which we trust will prove successful, and be found useful. To it will be relegated from time to time such items of information, lists, tables and other intelligence as is considered likely to prove valuable to persons passing through the City, and in connection with we have opened a SELECT HOTEL AND BUSINESS DIRECTORY, applications for enrolment into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public Gardens.
City Hall, Library (8,000 volumes) and Museum.—Free.
Public Gardens, a beautifully picturesque retreat and of great interest.
The Clock Tower, Queen's Road Central, in a line with Pedder's Wharf.
General Post Office, Hongkong Club, German Club, Supreme Court, &c., within a stone's throw.
Luncheon Club and Library, Shelley St.
Government Offices, the Secretariat, &c., near the Public Gardens.
St. John's Cathedral (Anglican), above the Parade Ground.
Roman Catholic Cathedral, Wellington Street.

Union Church, Elgin Street.
St. Peter's Roman Church, West Point.
St. Joseph's (R.C.) Church, Garden Road, near Kennedy Road.
Temperance Hall, specially adapted for sewing societies, Queen's Road East.
Sailors' Home, West Point.
R. E. A. and China Telegraph Co., and the Great Northern Telegraph Co., Marine House, Queen's Road.
Masonic Hall, Zealand Street.
Victoria Recreation Club—Bath-house and Boat-house, &c.,—Praya, beyond the Cricket Ground, beside the City Hall.

The Barmes and Naval and Military Store Departments lie to the eastward, and cover a large area.

Stores, Books, &c.

General Outfitter, Hanger, Tailor, &c.—T. N. DRISCOLL, 45 and 47, Queen's Road, by special appointment to H.E. the Governor.

Chronometers, Watches, Jewellery, Maps and Charts.—G. FALCONER & Co., Queen's Road Central.

Travelling Requisites of all kinds, Books, &c.—LANE, CRAWFORD & Co., American and English Stores, Books, and specially selected Cigars.—MAC- EWEN, FRICKEL & Co.

American Newspapers and cheap Reprints, &c., choice Tobacco and Cigars.—MORRIS'S VARIETY STORE, 42, Queen's Road.

Watches, Jewellery, Charts, Binoculars, Optical Instruments, Mordin's Patent-cases, &c.—JOHN NOBLE, agent for Negretti & Zamboni.

Guns, Rifles, Pistols, Ammunition, and Sportsman's Requisites of all descriptions.—WAT. SCHMIDT & Co., Gun-makers, Eastern House of Beaconsfield Arcade.

Chair and Boat Hire.

LEASABLE TARIFF OF FARES FOR CHAIRS, CHAIR DRIVERS, AND BOATS, IN THE COLONY OF HONGKONG.

Chairs and Ordinary Palanquin Boats.
Half hour, ... 10 cts. Hour, ... 20 cts.
Three hours, ... 50 cts. Six hours, ... 70 cts.
Day (from 6 to 6), One Dollar.

To VICTORIA FERRY.

Single Trip.

Four Coolies, ... \$1.00
Three Coolies, ... 0.85
Two Coolies, ... 0.70

Return (direct or by Pok-foi-ham).

Four Coolies, ... \$1.50
Three Coolies, ... 1.25
Two Coolies, ... 1.00

To VICTORIA GAF (TO LEVEL OF UMBRELLA SEAT).

Single Trip.

Four Coolies, ... \$0.60

Three Coolies, ... 0.50

Two Coolies, ... 0.40

Return (direct or by Pok-foi-ham).

Four Coolies, ... \$1.00

Three Coolies, ... 0.85

Two Coolies, ... 0.70

The Return Fare embraces a trip of not more than three hours.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak) ... \$0.75 each Coolie.

(12 hours) Gap, ... \$0.60 each Coolie.

Licensed Bearers (each).

Hour, ... 10 cents.

Half day, ... 35 cents.

Day, ... 60 cents.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900

piolas, per Day, ... \$2.50

1st Class Cargo Boat of 8 or 900

piolas, per Load, ... 2.00

2nd Class Cargo Boat of 600

piolas, per Day, ... 2.50

2nd Class Cargo Boat of 600

piolas, per Load, ... 1.75

3rd Class Cargo Boat or Ha-kau Boat of 800

piolas, per Day, ... 1.50

3rd Class Cargo Boat or Ha-kau Boat of 800

piolas, per Load, ... 1.00

3rd Class Cargo Boat or Ha-kau Boat of 800

piolas, End Day, ... 60

Sampans.

or Fallaway Boats, per Day, ... \$1.00

One Hour, ... 30

Half-day, ... 10

After 6 a.m., ... 10 cents extra.

Nothing in this Scale prevents private agreements.

WHEEL COOLIES.

Scale of Hire for Street Coolies.

One Day, ... 83 cents.

Half Day, ... 40

Three Hours, ... 12

Half Hour, ... 8

Nothing in the above Scale to affect private agreements.

Hongkong Rates of Postage.

(Revised June 23, 1880.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, treble, &c., as the case may be, but such papers or packets or cases may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except bona fide Supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Parcel Postage may be paid either as Newspaper or Book.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as Invoices, deeds, copied accounts, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Letters for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

N. R. means No Registration.

Countries of the Postal Union.

The Union may be taken to comprise Europe, most foreign possessions in Asia, Japan, West Africa, Egypt, Mauritius, all S. America, Mexico, Salvador, Chili, Brazil, Peru, Venezuela, the Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australian Group.

Postage to Union Countries.

General Rates, by any route:—

Letters, 10 cents each.

Post Cards, 8 cents each.

Registration, 10 cents.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per oz.

Comm. Papers, 2 cents each.

There is no charge on registered correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom:—

Letters, 10

Registration, None.

Newspapers, 5

Books & Patterns, 5

West Indies (Non Union):—

Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay.

Letters, 30

Registration, None.

Newspapers, 5

Books & Patterns, 10

Australia, New Zealand, Tasmania, and Fiji, via Port of Spain, Letters, 12; Registration, 10; Newspapers, 2; Books and Patterns, 4; Via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 4.

Notes, the Cape, St. Helena, and Ascension, via Aden, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 5.

A small extra charge is made on delivery.

There is registration to British W. India Islands, 10 cents. To the Bahamas and Lloyd, The San Francisco route is available.

Registration via San Francisco, 10 cents.

Cannot be sent via San Francisco.

LOCAL POSTAGE.

Between Hongkong, Canton, and Macao in either direction, or between any other two of the following:

Letters, 5 cents each.

Post Cards, 3 cents each.

Newspapers, 2 cents each.

Books, Patterns and 2 cents per oz.

Comm. Papers, 2 cents each.

There is no charge on registered correspondence within the Postal Union.

Postage to Non-Union Countries.

Hawaiian Kingdom:—

Letters, 10

Registration, None.

Newspapers, 5

Books & Patterns, 5

West Indies (Non Union):—

Costa Rica, Guatemala, New Granada, Nicaragua, Panama, Paraguay.

Letters, 30

Registration, None.

Newspapers, 5

Books & Patterns, 10

Australia, New Zealand, Tasmania, and Fiji, via Port of Spain, Letters, 12; Registration, 10; Newspapers, 2; Books and Patterns, 4; Via Galle, Letters, 25; Registration, 10; Newspapers, 2; Books and Patterns, 4.

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LOCAL DELIVERY.

1. All correspondence posted before 5 p.m. on any week day for addresses in Victoria will be delivered the same day, and generally within two hours, unless delivery should be retarded by the Contract Mails.

2. Invitations, &c., can generally be delivered within Victoria at the private houses of the addressees rather than at places of business, if a wish to that effect be expressed by the sender, otherwise all correspondence is invariably delivered at the nearest place of business.

3. Boxholders who desire to send Circulars, Dividend Warrants, Invitations, &c., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, Japan, may deliver them to the Post Office unsealed, the postage being then charged to the sender's account. Each batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

PARCELS.—The public is reminded that, there is no such thing as Parcel Post to Europe, &c. Much trouble and disappointment are caused by persistent attempts to send small valuable articles through the Parcel Post, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels, and the value of Stamp is obliterated before the nature of the contents was discovered.

Local Parcel Post.

1. Small Parcels may be sent by Post between any of the Post Offices in China or Japan, as well as to Macao, Pak-hoi, Singapore, Penang, and Malacca. They must not exceed the following dimensions, 2 feet long, 1 foot broad, 1 foot deep, nor weigh more than 5 lbs. The postage will be 20 cents per lb., which will include cost of packing (see handbills).

2. The following cannot be transmitted: Parcels insufficiently packed or protected, or liable to be crushed (see handbills); (Glass, &c.), Explosive substances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

3. Parcels will as a general rule be forwarded by Private Ship, not by Contract Mail Packet. The Post Office reserves the right of selecting the mode of forwarding, and of delaying delivery in case the number of parcels is such as to retard other correspondence. No responsibility is accepted with regard to any parcel, but the system of transit ration will secure the senders against any but a very remote probability of loss.

4. The public are cautioned not to confound these parcels with a Parcel Post to Europe, &c., which does not exist.

Most countries to which Hongkong forwards Correspondence having joining the Postal Union, it is necessary that the following rules be strictly observed.

1. No Letter or Packet, whether to be registered or not, can be received for Postage if it contains gold or silver money, jewels, precious articles, or anything that, as a general rule, is liable to Customs duties.

2. This Regulation prohibits the sending of Patterns of divisible articles, unless the quantity sent be so small as to make the sample of no value.

3. The limits of weight allowed are as follows:—Books and Papers to British Office, 5 lbs.; to the Continent, &c., 4 lbs. Patterns to British Office 5 lbs. if without intrinsic value; to the Continent, &c., 8 oz.

Indemnity for the Loss of a Registered Letter.

The Post Office is not legally responsible for the safe delivery of Registered correspondence, but, nevertheless, it will be prepared to make good the contents of such correspondence lost while passing through the Post, to the extent of \$10, in certain cases, provided:—

1. That the sender duly observed all the conditions of Registration.

2. That the letter was securely enclosed in a reasonably strong envelope.

3. That application was made to the Postmaster General of Hongkong immediately the loss was discovered, the envelope being invariably forwarded with such a statement of the loss as it is lost.

4. That the Postmaster General is satisfied that the loss occurred while the correspondence was in the custody of the British Postal administration in China, that it was not caused by any fault on the part of the sender, by destruction by fire, or shipwreck, nor by the dishonesty or negligence of any person not in the employment of the Hongkong Post Office.

5. No compensation can be paid for mere damage to articles such as portraits, watches, handkerchiefs, bound books, &c., which reach their destination, although in a broken or deteriorated condition.

Money Order Regulations.

1. Money Orders are exchanged with the United Kingdom, New South Wales, Queensland, New Zealand, and Port Darwin, the Straits Settlements, Western Australia, and (except at Shanghai) with the Japanese Empire. Hongkong also issues orders on Shanghai, and vice versa.

2. Small sums may be remitted between the other Ports by means of Postage Stamps, subject to a charge of one per cent. for cashing them.

3. Many Money Orders are supplied to residents at the smaller ports in the colony, application for an order is filled up, and is enclosed with a stamped, directed, and unsealed envelope to the Postmaster at the nearest issuing office. The application must be accompanied with the full amount (including commission) in cheques, postage stamps, or other equivalent of cash, and a little margin should be left for variations of exchange. The Postmaster issues the order, sends it in the envelope, and returns the change, if any, by first opportunity, with a receipt for the letter, if it were to be registered, as it always should be. Care should be taken to send these applications in time, as the Money Order Offices close some hours before the departures of the mails.

4. No order must exceed £10, or \$50, or include any fraction of a penny, nor will more than two such orders be issued to the same person, in favour of the same party, by the same mail. Orders will be drawn at the current rate of the day and paid at the rate of the day when the advice arrived.

The commission is as follows:—

Orders on the United Kingdom.

Up to £2, ... 18 cents.

" £5, ... 36 "

" £10, ... 54 "

" £20, ... 72 "

Local and Intercolonial Orders.

Up to \$25 or £25, ... 25 cents.

" \$50 or £10, ... 50 "

5. Lists of Money Order Offices in the United Kingdom may be consulted at Hongkong and Shanghai.

6. Names must be given in full (except when there is more than one Christian name) but the name of the Payee need not be given if the order be crossed (as cheques are crossed). It can then be paid only through a Bank, and may afterwards be specially crossed to any Bank.

7. No order can be paid till